

HONORING MS. BARBARA SEAMAN

**HON. JERROLD NADLER**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Mr. NADLER. Mr. Speaker, I rise today to pay tribute to a woman who has saved lives and changed lives—Barbara Seaman.

Best known for her ground-breaking exposé of the health risks associated with the pill, "The Doctors' Case Against the Pill," Barbara Seaman changed the way women view medicine, and forced the medical establishment to begin changing the way many medical professionals view women who are their patients. When thousands of women taking the then-newly available pill began to experience serious side effects—some deadly—it was Barbara Seaman who told them why. A 1970 Gallup poll found that two-thirds of women taking the pill had not been warned of related risks by their physicians. Barbara Seaman changed that. Her book spurred the now-famous Gaylord Nelson Senate hearings which led to the requirement that inserts warning of potential side effects must be included in each pill package.

At last, women could begin to make informed decisions as to their method of birth control. We cannot quantify how many lives Barbara Seaman saved through her activism, or how many lives she changed.

Barbara Seaman exposed the risks associated with the pill at great personal expense. Although prior to the publication of "The Doctors' Case Against the Pill," Barbara Seaman had already become a well-respected columnist, Ms. Seaman was effectively blacklisted. Advertisers displeased with Ms. Seaman's activism used their influence to convince publishers not to print anything she had written.

But Barbara Seaman continued to be an advocate for women's health concerns, and went on to write additional books and to become one of the founders of the National Women's Health Network. Barbara Seaman remains a strong voice for women's health.

April 27 marked the 25th anniversary of the drafting of the historic letter sent to Ms. Seaman from then-Secretary of Health, Education, and Welfare Robert Finch, which cited Ms. Seaman's book as: "a major factor in our strengthening the language in the final warning published in the Federal Register to be included in each package of the pill."

Today, I salute Barbara Seaman as a national role model. Her work has saved the lives of countless women—not only those who were taking the pill without being informed of the risks, but all women whose health care professionals have been held to a higher standard because of Ms. Seaman's work. She began a movement that is still growing, and, today, I urge my colleagues to join me in recognizing Barbara Seaman's extraordinary accomplishments.

INTRODUCTION OF COMMUTER  
AIRPORT SAFETY BILL**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Mr. OBERSTAR. Mr. Speaker, today I am introducing legislation, submitted by the administration, to give authority to the Federal Aviation Administration to regulate airports served by commuter airlines.

The legislation is part of the FAA's program to ensure that passengers traveling on commuter airlines—operating with aircraft of 30 seats or less—receive the same safety protection as passengers traveling on airlines operating large aircraft. The administration began this program after hearings by the House Aviation Subcommittee in February 1994, the need for a uniform standard for commuter airlines and large aircraft operators. I strongly support a uniform standard and have introduced legislation in the 103d and 104th Congresses to require FAA to establish this standard. I am pleased that FAA has responded by issuing a Notice of Proposed Rule Making to raise the commuter standards to the large aircraft level. We will monitor FAA's progress on the rulemaking and ensure that they do everything possible to meet their target of issuing final regulations by December of this year.

As commuter airlines have grown in importance the traveling public has come to expect that these airlines will be governed by the same safety standards as large aircraft operators. Approximately 10 percent of all passengers traveling on a scheduled airline now travel on a commuter. Since many commuters operate under the name and colors of major airlines—for example, as United Express—the public has the right to assume that the same standards will govern the commuter and its parent.

While FAA can act without legislative authority to raise most of the standards governing commuters, FAA has no authority under existing law to raise the standards governing safety at airports served only by commuters.

Under 49 U.S.C. section 44706, FAA has authority to issue operating certificates to airports served by air carriers using aircraft designed to carry 31 or more passengers. Under this authority FAA requires these airports to comply with a number of safety requirements, including requirements for aircraft rescue and firefighting equipment, airport guidance signs, airfield inspection procedures, airfield pavement maintenance standards, emergency plans, snow and ice control plans, and runway and taxiway standards. However, under existing law, FAA has no authority to impose these regulatory requirements on airports served only by aircraft of 30 or fewer seats.

The National Transportation Safety Board has recommended that legislation be enacted to give FAA authority to regulate airports served by commuter airlines. In making this recommendation NTSB stated that it was:

\* \* \* concerned that many community airports served by commuter airlines are not certificated in accordance with Part 139 because of the seating capacity of the aircraft serving those airports. Consequently, passengers flying into and out of those airports may not be provided adequate airport safety or emergency response resources.

The administration bill which I have introduced implements the NTSB recommendation. I have introduced this bill because I strongly believe that passengers traveling on commuter airlines are entitled to the same level of safety as passengers traveling on major airlines. However, I emphasize that the legislation does not require FAA to impose exactly the same standards for all types of airports. There may well be cases in which small aircraft do not present the same safety hazard as large aircraft, and the law gives FAA discretion to tailor its regulatory requirements to the hazard. FAA has similar discretionary authority under existing law, and has used this authority to impose requirements which vary with the size of aircraft and the number of aircraft serving an airport. FAA has stated that if it is given the authority over commuter airports, it will consider fully whether different requirements are appropriate for these airports. FAA has asked its Aviation Rulemaking Advisory Committee to study the problem and to make recommendations on the appropriate standards for commuter airports. I urge ARAC to complete its assignment promptly, so that FAA will be in a position to issue new regulations soon after it receives the necessary legislative authority.

IN HONOR OF WILLIAM R. DYSON

**HON. ROSA L. DeLAURO**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Ms. DELAURO. Mr. Speaker, in New Haven, CT, on April 27, 1995, the Amistad Committee will honor my good friend, and long-time Connecticut State Representative, William Riley Dyson. I am pleased to have this opportunity to join the Amistad Committee in honoring this extraordinary legislator and community activist.

The Amistad Committee is devoted to commemorating the remarkable events surrounding the Amistad Revolt and furthering the struggle for social justice and equality. The Amistad Revolt began in 1839 when captives from Sierra Leone seized the merchant ship *La Amistad* and ordered their kidnappers to return to Africa. When the slavers instead sailed toward the United States, the *Amistad* was taken into custody in the Long Island Sound. The rebels were held in the New Haven jail while they defended their civil rights in court. Anti-slavery advocates across the country rallied to the Africans' cause, and after 2 years, the U.S. Supreme Court upheld a decision that freed them and allowed them to return home.

The Amistad controversy galvanized opposition to the injustices of slavery. The incident deeply affected countless Americans, both black and white, who hailed the captives' courageous assertion of their human rights. This important event in American history has inspired generations of people in New Haven, and throughout our Nation, to follow the example of these Africans. State Representative William Riley Dyson is a person who exemplifies this commitment to the cause for peace and social justice.

Bill Dyson symbolizes the strength, vitality, and tremendous activism of the African-American community. From the time he was Director of the Newhallville Neighborhood Corporation and a New Haven Alderman, to his efforts